

Intimations.

SOLE AGENTS FOR
THE MIKE COAL MINE.
BUNKER COALS can be supplied to any
Steamer lying in the harbour or coming
alongside the KOWLOON WHARF on application
to the Undersigned.
Y. FUKUHARA.

Hongkong, 19th January, 1888. [105]

THE HONGKONG AND KOWLOON
WHARF AND GODOWN COMPANY,
LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 2 Cents per Bale per Month will

ISAAC HUGHES,
Secretary.
Hongkong, 7th November, 1887. [32]

BOWRINGTON FOUNDRY.

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of

WORK, both afloat and ashore, on most reasonable terms.

PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.

ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.

ANDREW JOHNSTON,
CONSULTING ENGINEER,
BANK BUILDINGS, QUEEN'S ROAD.

DRAFT STEAMERS, STEAM LAUNCHES, MARINE ENGINES and BOILERS, and all other kinds of MACHINERY.
A List of Steamers FOR SALE always on hand.

FOR SALE.
A PADDLE-WHEEL COMPOSITE STEAMER—Built in 1881 with steel

all round—316 Register Tons—100 Tons Dead Weight Capacity—DRAFT LADEN 3 FEET, 6 INCHES—CONSUMPTION OF COAL 'PER HOUR, HALF A TON—AVERAGE SPEED 15 KNOTS—Length between perpendiculars 205 feet—

—Height in 'tween decks, 7 feet—Passenger accommodation up to 2000—Horizontal engines—Diameter of Cylinders, 19", 23", 2 of 31"—Stroke of piston 31 inches—100-revolutions of engines per minute—2 Boilers—Heating surface

1,350 square feet—Fuel, Engines and Boilers guaranteed in excellent condition—Working pressure 60 lbs. per square inch—one Donkey Engine—Well found.

For further particulars, apply to
ENGINEER,
c/o Hongkong Telegraph Office.

FOR SALE.
AN UPRIGHT IRON GRAND PIANO,
 nearly new, English-make, expressly for
 climate, guaranteed for 10 years.

Apply to Mr. SEQUEIRA;
19, Mosque Street.
Hongkong, 27th February, 1888. [235]

FOR SALE
GERMAN BEER.
BRAUEREI "ZUR EICHE," KIEL
\$2.25 per Case of 4 Dozen Quarts.

EDUARD SCHELLHASS & CO.,
Sole Agents,
Hongkong and China.
Hongkong, 29th November, 1887. [47]

DAVID CORSAR & SONS'
MERCHANT NAVY.
NAVY BOILED CANVAS

CROWN
ARNHOLD, KARBURG, & Co.
Hongkong, 6th June, 1881. [603]

**TO BE LET,
Unfurnished with Tennis Court.**

No. 6, Richmond Terrace, a SIX ROOMED
House, with Three Bath Rooms.
A New Story has just been added to the
S Servants' quarters of both houses.

JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, 27th January, 1888. [131]

TO LET.

ROOMS in "COLLEGE CHAMBERS,"
GODOWN in ICE HOUSE LANE, lately
 occupied by Messrs. BUTTERFIELD & SWIRE,
 from the 1st May.

DAVID SASSOON, SONS & Co.
Hongkong: 3rd February. 1898. 132

TO LET,
IMMEDIATE POSSESSION.

HOUSE No. 1, BAKER STREET, BIRMINGHAM
Road.
SHOP No. 6, "BEACONSFIELD ARCADE,"
Queen's Road.
Apply to **BEALING & CO.**

TO LET,
A SEVEN-ROOMED FURNISHED
HOUSE near the Public Gardens.

Apply to
c/o Hongkong Telegraph Office
Hongkong, 27th February, 1888. [234]

Printed and Published by AUBREY FRANKS-SMITH at
No. 4, Pall Mall East, London, W. 1, England (Telephone)

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO.,
LIMITED.

The following is the report for presentation to the Shareholders at the First Ordinary Annual Meeting to be held at the offices of the Company, Pedder's Street, on Thursday, the 8th day of March, 1888, at 12 o'clock, Noon.

The Directors have the pleasure to submit to the shareholders their first Report, with a statement of Accounts for the year ending 31st December, 1887.

The total receipts for the 12 months are \$154,973 28, and the net profits, after paying expenses and all charges, amount to \$76,429 83, from which have to be deducted:

Directors' Fees.....\$5,000
Auditors' Fees.....500

leaving available for appropriation.....\$70,929 83

Out of this sum the Directors propose to pay a Dividend of \$1 per share, which will absorb \$68,000, to write off 20 per cent. from the Reserve Account and Preliminary expenses, and to carry forward the balance of \$1,229 83 to next year.

Upon it becoming known to the Directors that the Government proposed to reclaim the fore-shore in front of the Wharf, Home for the construction of a new market they at once applied for permission to make a corresponding reclamation in front of their adjoining Marine Lots at West Point; after some negotiation this was obtained; and the Directors, availing themselves of a demand for property in that quarter, contracted for a sale of the land and godowns at present in their occupation, but exclusive of the Wharf and reclamation, for the sum of \$500,000, as will be observed in the statement of accounts. The reclamation will be carried on under the supervision of Government, and a contract has been entered into for the completion of the work for the sum of \$115,000.

At Kowloon the building of the extensive godowns has only just been completed. The two original Wharves have been further lengthened, so as to accommodate the large steamers which now come alongside, and the third Wharf is expected to be ready for use very soon.

The Directors have much pleasure in intimating that they have concluded an Agreement with the P. & O. Steam Navigation Company for the use of the wharves and godowns by their mail steamers and extra Bombay boats, for a period of 10 years at tariff rates. As part of the conditions of this agreement the Company purchased the properties belonging to the P. & O. Steam Navigation Company at Kowloon and West Point. In view of the expenses which would be entailed by a separate establishment, it was not considered advisable to work the last named property. Since this purchase was made land in the neighbourhood of West Point has, under the influence of the proposed Reclamation Scheme, increased in value, and negotiations are now pending for the sale of this property upon advantageous terms.

DIRECTORS.
Messrs. F. Dodwell and W. H. Forbes retire in rotation, but being eligible offer themselves for re-election.

AUDITORS.
The Directors appointed Messrs. G. S. Coxon and T. I. Rose auditors of the Company. In the absence of the former, Mr. E. J. Coxon has, with Mr. Rose, audited the accounts now presented. Messrs. G. S. Coxon and T. I. Rose are recommended for re-election.

J. BELL-IRVING,
Chairman.

Hongkong, 2nd March, 1888.

1st December, 1887.

CAPITAL ACCOUNT.

Value of Kowloon Property as per Articles of Association.....\$500,000

Sub-section.....500,000

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CHINESE SHORTHAND.

An interesting and highly ingenious experiment has been made by the Rev. Mr. Beach, of Tung Chou, to represent the Chinese spoken language by a system of clear and simple phonetic symbols, more or less after the Pictorial style. The question of romanizing Chinese has long exercised the minds of missionaries, and considerable success has attended their efforts in the South of China to turn the system to practical account. All attempts, however, Chinese phonetically are necessarily open to the objection that they cannot be universally applied owing to the diversity of dialect; hence the romanized books in circulation in the South are not available for the people of the North. And Mr. Beach's system of stenographic symbols, while probably more susceptible of extension than the romanizing system, does not profess to go farther than Wade's Pekingese does. The basis of Mr. Beach's method is the division of every monosyllabic word in Chinese into two component parts, an initial and a final, "an idea already familiar to the Chinese in the *fan-ch'ieh* of the Wu-fang-yian-yin," and the author finds he can accomplish his purpose by means of twenty-six initials and twenty-nine finals, of which he makes a kind of alphabet. There are still a few syllables which require extra symbols, and the tones have also to be indicated by a set of subsidiary marks, but the author declares that an educated foreigner can learn the system in from two to five months according to capacity. It would be difficult to explain the system more fully without the book (*Chan-li-mun-tap*) which has been printed at the "A.B.C.M. Press" in Peking—a good name, by the way, for the parent of a new alphabet and we shall be happy to show it to any of our readers who may feel interested in the matter.

The Chinese language opposes such a huge barrier to the spread of knowledge in China and to the practical education of the people, that whoever contributes in any degree to reduce it to simplicity is a public benefactor. The written language probably will long defy any attempt to mould it to pliancy, but neither the romanizing nor stenographic systems, though it is a considerable novelty, that a kind of written language might be developed out of these arbitrary symbols which would enable the unlearned to communicate freely with each other by letter, while the general utility of a system of shorthand for the Chinese needs no argument. We hope this enterprise of Mr. Beach's may prosper.—*Chinese Times.*

TURNING THE BRITISH PLANK
IN ASIA.

Under this heading a correspondent contributes a lengthy letter to *The Times*. A great deal deals with the journeys of Mr. H. E. M. James and Lieutenant Youngblood, which have been fully discussed in these columns. The following conclusion is, however, interesting:—

There is one aspect of the case which has a peculiar charm to the Mandarin mind. No Asiatic or semi-Asiatic State—certainly not Turkey, and probably not Japan—has more thoroughly studied or more successfully practised the delicate art of playing off one European power against another. English, French, Germans have all been employed in turn by China to build her arsenals, to sail her ships, and to drill her troops. Each nation has in turn fancied that it was to become the predominating foreign influence at Peking. China has in turn used each, paid each, and dismissed each, filling their places with men of other European nations, and shuffling "the foreign devils" about like a pack of cards. She now sees that the game which she has hitherto played so dexterously in the reorganisation of her forces must also be played in her foreign policy. She appreciates the dangers of the fact, but she has a well-founded confidence in her own sleight of hand. Nor does she permit her pardonable amusement in the shifts and tricks of each successive deal to obscure her perception as to the main chance. She has found that English officials have a permanent talent for raising revenue and a curious permanent honesty in handing over the proceeds to the Imperial Treasury. She therefore keeps the Customs-house under the permanent control of Englishmen. She has found that the English Government is not disposed to make territorial annexations, but that it is an inflexible punishment when provoked. On the other hand, she perceives that Russia's definite principle of policy is to advance southwards—a policy pursued at the expense of China with unwavering consistency, although with temporary reverses, during two centuries and a half. China clearly perceives that the game of exclusiveness is up, so far as regards external trade. What she now endeavours to do is to make the intrusive commodities as profitable as possible to her own commerce.

On the other hand, she sees that the problem now before her is to keep the foreigner out of her port, but out of her territory. Lord Dufferin has dealt skillfully with this new idea which is growing to be the ruling idea at Peking. He abandoned a commercial mission to Tibet as soon as China became really apprehensive that it had a territorial significance. While insisting on our absolute rights as sovereigns of Upper Burma, he scrupulously respected the Chinese claims to a nominal show of deference from the possessors of that country; and he is ready to settle frontier questions on strictly just principles. At the same time the new Opium Convention, while fraught with grave possible consequences to the Indian finances, forms a substantial pledge that while we are determined to trade with China, we are willing to submit our trade to such fiscal regulations as we would submit to if we were dealing with any other friendly and powerful ally. England's action to China, both by her representatives at Peking and through her Viceroy of India, has during many years proceeded on the principle of fair dealing, and the position we have won, and of clearing nothing further. We were determined to secure open ports. Having secured them we are willing to use our advantage in a lawful and conciliatory manner. We have no desire for territorial extensions at the cost of China, and we have deliberately abandoned a project like the Tibet Mission and a naval position like Port Hamilton as pledges of our sincerity. We desire to see China strong and respected by other nations, and we have in regard to our new Burmese possessions abstained—as some think even too far—abstained from any action which would wound her self-respect. At the same time, the fate of Burma has shown to China in an unmistakable manner that when the duty of conquest is thrust upon us we can swiftly and surely conquer. China is learning the lesson that Afghanistan has learned—namely, that we insist upon fair and friendly treatment from neighbouring Asiatic States, and that we desire no more. She has also learned that her dignity and prosperity depend no longer in excluding the foreign trader, but in keeping out the territorial aggressor.

In a leader on the subject the same journal writes in the following optimistic strain:—After all, the really interesting thing is that Russia,

like ourselves, is busily engaged in stirring up the Chinese, and that neither she nor we can tell in the very least what will happen when we have succeeded. China is governed we hardly know how, but she manages to find very astute rulers, and is adapting herself to meet new dangers in a slow, solid, characteristic fashion, from which more is to be expected in the long run than from the more rapid evolutions of the Japanese. When once she is convinced, that by any means a bad neighbour, she is not exclusively taking object lessons. They are not in a hurry, and they are wise. We have a suspicion that, backward as people think them, they have got hold of one educational principle which this go ahead nation has never grasped. They know that you cannot graft an education at will upon minds unprepared for its reception by inherited aptitudes and the breathing of an educated atmosphere from the cradle. Upon the whole, we have a strong impression that a generation or two hence very few nations will be in any hurry to fight the Chinese, and that if the Russians can get the Chinese, and that if the Chinese can get the Indians, across Western China, India is tolerably safe. When China is thoroughly awakened up in matters of commerce, as well as in matters of diplomacy and war, there will be some curious results for the future to chronicle.

POLITICAL PROFLIGACY.

Since the period beginning with the opening of the century and the close of the Napoleonic wars in 1815, this country has never presented such a terrible spectacle to the nations of the world as it does at this very hour. Then the disaster of the suffering poor, found vent in outbreaks of violence in all parts of the country, and in London the doors of parliament were besieged by clamorous mobs, while looting and rioting were of daily occurrence. A very superficial study of the social and political conditions of the time makes clear enough the causes of the troubles that then prevailed. The country had been crippled by the mad folly of the Tory statesman of the day—William Pitt—in pledging it to maintain the thrones and families of the European nations, and in spending the strength and treasure of the people in the desperate and dogged attempts to redeem the pledge. The House of Commons was not then so firmly seated on the throne, and in fact was bid to its last drop of order to extinguish the torch of liberty that France had lighted, and that threatened with common ruin the families of the Capets and the Guiberts. The Government was in the hands of a selfish and dissolute oligarchy that had robbed the people for centuries, and that looked upon the days of their bondage. The Commons of England had as much influence in their own House of Commons as the helots in the councils of the Spartans. That was the state of England and Englishmen eighty years ago, and these were the causes of the sufferings that goaded the people to violence. Today, we are at peace with all the world—for the moment—and we are secure within our own borders. The British Empire is now a vast and powerful empire, and our power is everywhere. But the causes of the sufferings that goaded the people to violence are still with us. The House of Commons is still in the hands of a selfish and dissolute oligarchy that has robbed the people for centuries, and that looks upon the days of their bondage. The Commons of England has as much influence in their own House of Commons as the helots in the councils of the Spartans. That was the state of England and Englishmen eighty years ago, and these were the causes of the sufferings that goaded the people to violence.

Why, then, is this political social outlook so bleak? Why is there a revolution in the air? Why are troops and ships of war moving hither and thither, terrorizing the people, and now and then massacring them? In Scotland the patient crofters and cottars, whose kinsmen have carried the British flag to victory in every field, from Malpueque to Tel-el-Kebir, are now in open revolt, and are displaying, on the shores of Lewis and in the deep-forests of Clackmann, the same steepling qualities that have made the name of "Highlander" the synonym of courage. The foremost of Ireland's leaders are in prison, and the others are in hourly expectation of the same fate. In Wales, after a prolonged struggle, the authorities have retired discomfited, and now falling back on miserable legal tactics that would discredit a provincial attorney; while London awaits, in sullen and ominous silence, the opening of parliament to see if, in the maintenance of the rights of citizenship, it will be its duty too, to assert them by force, as is being done elsewhere. There is no doubt of the plain answer to these questions. No country that is well and wisely governed seethes over with discontent even under the rule of a despot, and that the United Kingdom is now in a state of incipient rebellion is a desperate form of wickedness, wholly due to the wickedness and incapacity of the men who, by a wretched political fluke, have been put into power, and who are determined to use it without scruple in order to crush, if they can, the spirit of the people; and recreate, on the ruins of their liberties, an oligarchy more contemptible than that which the enfranchisement of the working man doomed to political impotence—an Aristocracy of Wealth. This is the question at issue to-day. The classes who have usurped political authority are determined to use it to the utmost to break the power of the masses, and they are employing in the struggle every agency, military, civil, and financial, that the resources of the country place at their command. And that is not all. Centuries of corruption have brought forth their fatal broods; and the manliness, and pride, and daring, and hardihood that in some measure glorified the cruelties of the past tyrannies, have been supplanted by meanness, and malice, and fraud. And these are the instruments they are now employing in the work; and, by means of these, what was once the statesmanship of England has been degraded into a system of chicanery, of which a Newmarket wether would be ashamed.

Money, they are shrewd enough to perceive, is the great lever of the present time; and noblemen whose forefathers fought at Agincourt and Cressy now wrangle with stock-brokers on the Exchange, and outbid the coal hucksters of Drury-lane. But in politics the fall is deeper still. The descendant of the Cecils divides the honours of statesmanship with a millionaire news-agent and a Lancashire cotton-spinner, and vies with them in the use of insinuating epithets to the Irish leaders, whose only crimes are the love of freedom, and the willingness to sacrifice themselves in the effort to obtain it. His nephew, Mr. A. J. Balfour, acting on the instructions of his chiefs, subjects to the cruellest tortures the victims of the Coercion Act. His denial of the statement that Mr. Wilfrid Blunt was desirous to make an oath goes for nothing, for that tremendous allegation was unnecessary to demonstrate what his tactics were since he entered on the campaign against Irish liberty; and all the world, in any case, except the worst of the chivalrous Englishman, who, in his own and other lands, has approved himself incapable of an unworthy act, against that of the cynical Scotchman, whom the suffrages of his own countrymen repudiate. We asked, when this poor tool of tyranny was convicted by Mr. William O'Brien of a cruel slander, if the name of "gentleman" could ever again be applied to his name; and in the face of this terrible impeachment by his quondam friend, Mr. Blunt, it may be asked, if another epithet should not be substituted? But let that pass.

His petty tricks are part and parcel of the statesmanship of the Toryism of the time, and that they are badly worked is a gain to the men of progress. And, after all, they only illustrate the pitiful degradation of a party that once acted on the recognised theories of government, and sought to compass their ends by the methods accepted by the rulers of the world. When men in high office descend to the tricks of the charpers to outwit or destroy their opponents, they outrage the moral sense of the community, and prepare for themselves an ignominious doom.—*Reynolds.*

Co-day's
Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE," will be despatched for the above Ports, on TUESDAY, the 6th instant, at FOUR P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 3rd March, 1888. [258]

STEAM TO SAIGON.

THE P. & O. S. N. Co's Steamship

"LOMBARDY" will leave for the above place on TUESDAY, the 6th instant, at NOON.

E. L. WOODIN, Superintendent.

Hongkong, 3rd March, 1888. [259]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co's Steamship

"THIBET" will leave for the above places on SATURDAY, the 17th March, at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 3rd March, 1888. [3]

STEAM TO SHANGHAI.

THE P. & O. S. N. Co's Steamship

"DECCAN" will leave for the above place about 24 hours after her arrival with the next outward-English Mail.

E. L. WOODIN, Superintendent.

Hongkong, 3rd March, 1888. [3]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BREST, LONDON, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPEE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"CLYDE" Captain E. M. Edmond, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON, VIA BOMBAY AND SUEZ CANAL, on THURSDAY, the 13th March, at DAYLIGHT.

Cargo will be received on board until 4 P.M. Passes and Special (Gold) at the Office until 2 P.M. on the day previous to sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo. General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co's Office, Hongkong, 3rd March, 1888. [3]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 24th instant, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco.....\$200.00

To San Francisco and return.....350.00

available for 6 months.....

To Liverpool.....330.00

To London.....330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be placed to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 3rd March, 1888. [1]

Advertisement.

NOTICE TO CONSIGNEES:
STEAMSHIP "PATHAN,"
FROM GLASGOW, LIVERPOOL, LONDON,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery will be effected.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 9th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 9th inst., or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, 3rd March, 1888. [248]

PUBLIC AUCTION

OF

ITALIAN WORKS OF ART IN MARBLE, ALABASTR, &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 10th of March, 1888, at 2 P.M., at his Sale Rooms, Duddell Street,—

WITHOUT RESERVE.

A GRAND COLLECTION OF ITALIAN SCULPTURES IN MARBLE, ALABASTER, &c., Just Arrived in this Colony and comprising:—

—ROMAN and FLORENTINE VASES, TAZZAS, FRUIT-PANDS, STATUETTES, GROUPS OF FIGURES and ANIMALS, CANDELABRAS, CANDLESTICKS, FRUITS, MOSAIC TABLES and a great variety of ORNAMENTS, &c.

Catalogues will be issued previous to the Sale and the above will be on view on FRIDAY NEXT.

TERMS OF SALE.—As Customary.

G. R. LAMBERT, Auctioneer.

Hongkong, 3rd March, 1888. [260]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000.....\$313,333 33

RESERVE FUND.....\$24,000 00

BOARD OF DIRECTORS.

LEY SING, Esq. LOU TUNG SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD-OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1887. [877]

॥ श्रीगणेशाय नमः ॥

WESTERN
OCCIDENTAL AND ORIENTAL STEAM
SHIP COMPANY

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

T.H. Steamship.

"GAELIC"
will be despatched for San Francisco, and
Yokohama and Honolulu on WEDNESDAY

Connection will be made at Yokohama, with
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
First-class Fares granted as follows:—

To San Francisco.....	\$200.00
To San Francisco and return, available for 6 months.....	350.00
To Liverpool.....	333.00
To London.....	318.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a

discount of 10 per cent. *The allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agent of this Company.

C. D. HARMAN,

~~CANADIAN PACIFIC LINE,~~

**TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY**

AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.
THE British Steamship
"PARTHA"

will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via NAGASAKI, KOBE, and YOKOHAMA, on THURSDAY, the 15th March, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver	(Mex.)	\$160.00
To Victoria and San Francisco		175.00
To all Common Points in Canada and the United States		200.00

To Liverpool..... 300.00
To London..... 305.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to

Mr. D. E. BROWN, District Freight Agent,
Vancouver, B.C.
Freight will be received on board until 4 P.M.
on the 14th March.
All Parcels must be sent to our Office and

should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents,
Hongkong, 26th February, 1888 [36]

NORDDEUTSCHER LLOYD

NOTICE
STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 10th day of March, 1888, at 4 P.M., the Company's Steamship "SACHSEN," Captain A. Taeger, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 18th March, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office).

Contents and Value of Packages are required.
The Steamer has splendid accommodation and
carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,

Hongkong, 20th February, 1888.
